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Port of Los Angeles Plan

a part of the General Plan of the City of Los Angeles



B. J. [Signature]

prepared by the Department of City Planning and the Harbor Department



Statement of Policy

Purpose of the Plan

I. Use of the Plan

The Port of Los Angeles Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

The Plan is designed to provide a 20-year official guide to the continued development and operation of the Port of Los Angeles for the use of the City Council, the Mayor, the City Planning Commission, other concerned governmental agencies and interested citizens. The accompanying Plan map is *not* an official *zone map* and while it is a guide it does not imply any implicit right to a particular zone or to the land and water uses permitted therein.

The Plan is also designed to be consistent with the Port Master Plan approved by the Los Angeles Board of Harbor Commissioners. The Port Master Plan was certified by the California Coastal Commission and approved by the Board of Harbor Commissioners pursuant to the provisions of the California Coastal Act of 1976, under which the Master Plan, for informational purposes, is to be incorporated into the Local Coastal Program of the City of Los Angeles.

The Port of Los Angeles Plan is intended to promote an arrangement of land and water uses, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the Port, within the larger framework of the City; guide the development, betterment, and change of the Port to meet existing and anticipated needs and conditions; contribute to a healthful and safe environment; balance growth and stability; reflect economic potentialities and limitations, land and water developments, and other trends; and protect investment to the extent reasonable and feasible.

The Plan will also be used to assist in the formulation and/or revision of other General Plan elements which are affected by Port facilities.

II. Major Land Use Categories

Throughout this Plan, reference is made to various categories of land use, some of which are specifically designated to describe the unique nature of Port operations and development. Each major land use category is briefly defined as follows:

- **General Cargo** a generic term which includes container, unit, break-bulk, neo-bulk, passenger facilities and related uses.
- **Liquid Bulk** is comprised of crude oil, petroleum products, petrochemical products, chemicals and allied products, and related uses.
- **Other Liquid Bulk** is comprised of molasses, animal oils and fats, vegetable oils and related uses.
- **Dry Bulk** is comprised of metallic ores, some nonmetallic minerals, coal, chemicals and allied products, primary metal products, waste and scrap materials, grains and related uses.

- **Commercial Fishing** relates to the commercial fishing industry and includes commercial fishing docks, fish canneries, fish waste treatment facilities, fish markets, commercial fishing berthing areas, support facilities and related uses.

- **Recreational** uses include water-oriented parks, marinas and related facilities, small craft launching ramps, museums, youth camping and water-oriented facilities, public beaches, public fishing piers, sportsfishing and related uses.

- **Industrial** uses include shipbuilding/yard/repair facilities, light manufacturing/industrial activities, ocean resource-oriented industries and related uses.

- **Institutional** uses pertain to those lands that are either owned or leased by institutional activities and related uses of federal, state and city governments.

- **Commercial** uses include restaurants, tourist attractions; i.e. Ports O'Call, office facilities, retail facilities and related uses.

- **Other** uses include some vacant land, proposed acquisitions, rights-of-way for rail, utilities, and roads, and areas not designated for a specific short-term use.

In addition to these major land use categories, the Plan distinguishes between hazardous and non-hazardous Port uses. Hazardous uses include Port facilities which handle or store hazardous cargoes in bulk and are defined in the Port Risk Management Plan. The Port Risk Management Plan controls the location and operations of these potentially hazardous uses on a project basis, so as to assure public safety. This Port of Los Angeles Plan is intended to guide the long-range location or relocation of inappropriately located hazardous land uses in accordance with the Port Risk Management Plan, primarily to the south landfill shown on the Plan map as part of Area 9 when this area is available. This provision is in accordance with the policies and programs concerning the relationship of San Pedro to the Port of Los Angeles, as set forth in the San Pedro Community Plan.

Objectives

The objectives of the Port of Los Angeles Plan have been prepared through the joint efforts of the Harbor and Planning Departments, with input from other City Departments as appropriate. The objectives of the Plan are as follows:

- 1 To maintain the Port of Los Angeles as an important local, regional and national resource and to promote and accommodate the orderly and continued development of the Port so as to meet the needs of foreign and domestic waterborne commerce, navigation, the commercial fishing industry and public recreational users.



2 To establish standards and criteria for the long-range orderly expansion and development of the Port by the eventual aggregation of major functional and compatible land and water uses under a system of preferences which will result in the segregation of related Port facilities and operations into functional areas.

3 To coordinate the development of the Port of Los Angeles and the development of adjacent communities as set forth in the community plans for San Pedro and Wilmington-Harbor City; the development of the neighboring Port of Long Beach; and, the redevelopment plans for the Beacon Street area in San Pedro and the Los Angeles Harbor Industrial Center in Wilmington.

4 To assure priority for water and coastal dependent development within the Port while maintaining and, where feasible, enhancing the coastal zone environment and public views of, and access to coastal resources.

5 To permit the Port to have the flexibility to adequately respond in its development processes to the pressures and demands placed upon it by:

- changing technologies in the ocean and land movement of waterborne commerce;
- changing patterns in the commodity mix and form of waterborne commerce;
- changing developments in the Port of Long Beach and the surrounding residential and industrial areas adjacent to and affected by the Port;
- changes in laws and regulations affecting the environmental and economic uses of the Port;
- changes in other U.S. ports affecting the Port's competitive position.

6 To relocate hazardous and/or incompatible land uses away from adjacent residential, public recreational and tourist areas when appropriate land areas for relocation become available.

7 To promote efficient transportation routes within the Port consistent with external systems to employment, waterborne commerce, commercial and recreational areas.

8 To upgrade the existing rail transportation system in order to keep pace with Port development and to abolish redundant trackage (with railroad company concurrence) so that valuable land may be better utilized and operations improved.

9 To minimize conflicts between vehicular, pedestrian, railroad and harbor-oriented industrial traffic, tourist and recreational traffic and daily or commuter traffic patterns within the Port.

10 To develop an adequate Risk Management Plan protecting the Port and adjacent communities from Port-related hazards.

11 To insure that the development and operation of the Port is consistent with all applicable laws and regulations.

12 To stimulate employment opportunities for workers residing in adjacent communities, such as San Pedro and Wilmington-Harbor City.

Policies

The policies of this Plan are as follows:

1 Facilities for the commercial fishing industry shall be protected and where feasible, upgraded, and shall not be reduced or eliminated unless the demand for them no longer exists or adequate alternative space can be provided.

2 Marina, marina-related facilities and recreational boating facility projects, to the extent feasible, shall be designed and located so as not to interfere with the harbor-related needs of the commercial fishing industry or of vessels engaged in waterborne commerce, transportation or services.

3 The West Channel/Cabrillo Beach areas of the Port shall be oriented to public recreation, commercial sport fishing and recreational boating facilities.

4 The West Bank of the Main Channel (southerly of the Vincent Thomas Bridge) and East Channel areas of the Port shall be devoted to commercial, restaurant and tourist-oriented facilities, passenger terminals, facilities serving the sport and commercial fishing industry, and non-hazardous general cargo and container facilities.

5 When a facility project involving a change in either land or water use is proposed for those areas in the Port which are adjacent or contiguous to residential, commercial or industrial areas in the surrounding communities, an analysis of the location, design effect and operation of the proposed facility shall be made to insure the compatibility of such a Port facility with the provisions of the Risk Management Plan and with existing and/or planned uses in adjacent areas.

6 The highest priority for any water or land area use within the jurisdiction of the Port shall be for developments which are completely dependent on such harbor water areas and/or harbor land areas for their operations.

7 Decisions to undertake individual and specific development projects within the harbor shall be based on considerations of alternative locations and designs, in order to minimize adverse environmental impacts.

8 In designing and constructing facilities in upland and waterfront areas for public recreation, including boating facilities and marinas, adequate public access shall be provided.

9 Dredging or diking and fill projects may be accomplished solely for the purpose of expanding or creating new waterfront land for Port-related facilities. Dredging projects may only be undertaken for deepening, widening, lengthening or for the maintenance of ship channel approaches, ship channels, turning basins and berthing areas for navigation, for new or expanded facilities including commercial fishing, marinas, recreational boating facilities, or for waterfront land for Port-related facilities.

10 Necessary facilities to accommodate deep-draft vessels and to accommodate the demands of foreign and domestic waterborne commerce and other traditional and water-dependent facilities shall be maintained and developed in order to preclude the necessity for new ports elsewhere in the State.

11 It shall be long-range Port development policy to have facilities used for the storage or transfer of hazardous liquid and hazardous dry bulk cargoes that are inappropriately located, phased out and relocated to more appropriate sites in areas relatively remote from adjacent communities. Such policy shall be subject to the following criteria: (1) changes in economic conditions that affect types of commodities traded in waterborne commerce; (2) the economic life of existing facilities handling or storing hazardous cargoes; and (3) precautions deemed necessary to maintain national security.

12 Adequate fire and hazard protection facilities and equipment, which meet with the approval of the City of Los Angeles Fire Department, shall be provided in accordance with the Risk Management Plan.

13 Road, rail and access systems within the Port and connecting links with road, rail and access systems outside of the Port shall be located and designed to provide necessary, convenient and safe access to and from land and water areas consistent with the long-term preferred uses for the Port and consistent with the applicable elements of the Los Angeles General Plan and the Local Coastal Program.

14 Programs designed to improve or modify roadway circulation in the Port shall be developed, in part, to eliminate: hazardous situations caused by inadequately protected rail/highway crossings; dual use of streets (by rails in the pavement); service and other roads criss-crossing the tracks; and, random use of land areas by both highway and rail movement.

15 When an existing facility in the Port requires alterations or modifications to maintain its level of service or improve the safety of the facility or its operations, such changes shall be made regardless of the fact that the particular facility is not necessarily designated to remain in its current location on a long-term basis.

16 Location, design, construction and operation of all new or expanded development projects under the Port's jurisdiction shall be based on the latest safety standards appropriate to the intended facility.

17 When a facility project is proposed which will involve the shipping, handling, transfer, or storage of cargoes categorized by law as hazardous, an analysis of risk problems which may arise within the facility itself and which may affect adjacent facilities or areas, including adjacent residential and commercial areas, shall be made and the results shall be used in locating, designing, constructing and regulating the subsequent operation of the proposed facility project.

18 Port development projects shall be consistent with the specific provisions of this Plan, the certified Port Master Plan, the California Coastal Act of 1976 and other applicable federal, state, county and municipal laws and regulatory requirements.

19 The following long-range preferred water and land uses shall guide future Port development, as indicated by Planning Area and referenced on the accompanying map:

Area 1 West Channel/Cabrillo Beach Public recreation and recreational boating facilities.

Area 2 West Bank Commercial, recreation, commercial fishing, and non-hazardous cargo operations and support activities.

Area 3 West Turning Basin Non-hazardous cargo operations, commercial shipping and other heavy commercial and industrial uses.

Area 4 West Basin Non-hazardous general cargo operations.

Area 5 Wilmington District Non-hazardous liquid and non-hazardous dry bulk cargo (within the parameters of Policy No. 11), general cargo, commercial fishing operations and Port-related commercial and industrial uses.

Area 6 Cerritos Channel Recreation and oil recovery uses.

Area 7 Terminal Island/Main Channel Non-hazardous liquid and non-hazardous dry bulk cargo (within the parameters of Policy No. 11), general cargo, commercial fishing, industrial and institutional uses.

Area 8 Fish Harbor Commercial fishing, recreation and marine research.

Area 9 Terminal Island/Seaward Extension Hazardous and non-hazardous liquid bulk cargo (with relocation preference for existing hazardous liquid bulk facilities), hazardous and non-hazardous dry bulk cargo (with relocation preference for existing hazardous dry bulk facilities), general cargo, industrial and institutional uses.

20 Since the Port provides an ideal environment for educational purposes such as oceanographic and marine research, the development of educational and research facilities shall be appropriate institutional uses in land or water areas of the harbor where they will not interfere with other Port-dependent preferred uses.

21 The Terminal Island Federal Correctional Institution and the homes occupied by prison officials and guards at the end of the Reservation Point shall, when feasible, be phased out of the Port district and replaced by appropriate Port-dependent uses.

Programs

The Plan recommends the following programs:

I. Risk Management

A Implementation of the Port of Los Angeles Risk Management Plan, an element of the Port Master Plan.

B Relocation of hazardous and/or incompatible facilities to outer Port areas in accordance with the provisions of the Risk Management Plan.

C Completion of a Harbor Fire Protection Master Plan encompassing the Port area and adjacent communities.

II. Waterways and Navigation

A Dredging of the Main Entrance Channel (at the breakwater), and much of the Inner Harbor (Main Channel, Turning Basin, West Basin, East Basin Channel and East Basin) to a depth of 45 feet below mean lower low water (MLLW) to accommodate larger vessels.

B Development of a channel 65 feet deep, extending from the harbor entrance approaches north to a turning basin and channel in an east-west direction, for berthing deep-draft vessels.

C Widening of the entrance to the West Basin in order to provide for safer maneuvering of container vessels and other cargo ships entering or leaving the Basin.

III. Port Facilities

A Redevelopment of Reeves Field by demolition of existing deteriorated structures and facilities and development of modern facilities.

B Increase the size of Terminal Island by extending the island southeasterly to the City boundary with landfill using the dredge spoil from the 45-foot and 65-foot dredging projects.

IV. Circulation

A The Harbor Department shall participate in concert with the United States Army Corps of Engineers, appropriate City departments and consultants in studying the cumulative impacts upon the San Pedro Bay area transportation systems due to the operations of the Ports of Los Angeles and Long Beach and the United States Navy. Los Angeles City agencies shall propose measures for the improvement of impacted

transportation systems and, specifically, for the mitigation of street traffic congestion.

B Establishment on Harbor Department property in Wilmington of an Intermodal Container Transfer Facility, serving both the Port of Los Angeles and the Port of Long Beach.

C Improvement and strengthening of the Badger Avenue Bridge.

D Completion of the following highway improvements:

- 1 Extension of Water Street to Neptune Avenue;
- 2 Realignment of the intersection of Terminal Way and South Seaside Avenue;
- 3 Extension of Miner Street from 22nd Street to Harbor Boulevard;
- 4 Extension of Harbor Boulevard to 22nd Street to connect with Marina Way;
- 5 Realignment and upgrading of Anchorage, Peninsula and Shore Roads;
- 6 Construction of a new street, Marina Way, between 22nd Street and Pacific Avenue near Stephen M. White Drive to improve access to the Cabrillo Beach area;
- 7 Construction of a new street to provide access to the landfill areas south of Terminal Island at such time as the landfill is implemented;
- 8 Improvement of New Dock Street/Henry Ford Avenue intersection.

V. Recreational Facilities

Development of a public recreational complex, including improvement of existing facilities, a new marina, youth facilities, public park and camping facilities in the West Channel/Cabrillo Beach area.

VI. Commercial Fishing

Redevelopment and expansion of Fish Harbor, Southern Pacific Slip and the Municipal Fish Market for the commercial fishing industry.

VII. Institutional and Other

Relocation of the Harbor Department administrative offices to a new site within the Beacon Street Redevelopment Area.

Standards and Criteria

The Plan sets forth the following standards and criteria for the future development and operation of the Port:

I. Risk Management

A New or expanded dry bulk cargo terminals shall be equipped with safe containment and recovery systems to control and neutralize, to the extent feasible and practical, any polluted, noxious, or explosive dust which may be generated by any handling, storage, loading or discharging operations. Polluted or noxious runoff rain or processing water caused by contact with dry bulk cargoes shall, to the extent feasible, be contained and properly treated before it is discharged into the harbor.

B When appropriate and feasible, new wharf pilings, wharf aprons and adjacent structures shall be constructed of fireproof or fire-resistant materials. All new in-transit sheds and distribution storage facilities and other such structures shall be constructed of fireproof or fire-resistant materials with fire sprinkler systems and early warning detection devices.

C New or expanded petroleum, petroleum product and liquid bulk chemical tanker terminal berths shall be equipped with modern spill containment equipment to prevent the spreading of any spill outside of the containment area.

D New or expanded petroleum, petroleum product and liquid bulk chemical tanker terminals shall have shoreside collection facilities for receiving foul ballast, tank wash water and liquid cargo residue where operationally or legally required.

E The development, planning and operation of hazardous commodity terminals, transit sheds and storage areas shall be subject to the provisions of the Los Angeles Fire Code, applicable regulations of the United States Coast Guard and other applicable state or federal regulations.

F Additional policies and criteria as developed in the Risk Management Plan.

II. Port Area Circulation

The following measures should be considered to reduce adverse impacts of Port development projects upon local and regional transportation networks:

- Development of an efficient rail transportation system with appropriate transfer facilities near the Port;
- Development of mass transit transportation and other transit alternatives (carpooling, mini-bus service, etc.) for Port employees currently utilizing automobiles;
- Improvement and expansion of street and freeway networks to increase traffic capacities or to eliminate congestion points;
- Encouragement of employers to stagger work shift hours to decrease traffic utilization of streets and freeways during peak hours;
- Provision of bikeways and scenic routes, especially in areas designated for recreational use.

III. Energy Conservation and Efficiency

To promote energy conservation and efficiency, the planning and implementation of Port projects should consider the following measures:

A Incorporation of alternative energy systems in construction such as:

- 1 Solar energy, which may be used for water heating and, with proper building orientation to the sun, to heat building spaces;
- 2 Adequate insulation and other protective measures to guard against heating and cooling losses or gains.

B Measures to reduce energy consumption in transportation such as:

- 1 Alternative means to transportation (e.g., buslines, car pools, mass-transit);
- 2 More efficient means of cargo transportation, such as the proposed Intermodal Container Transfer Facility.

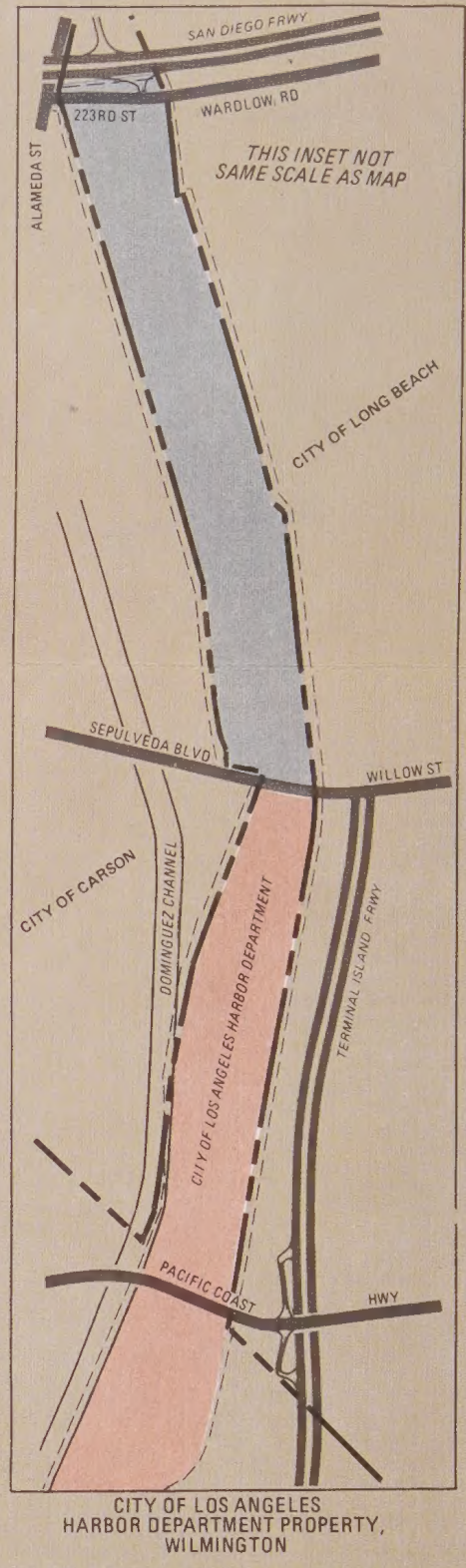
C Efficient lighting practices which use indirect natural light where possible or, efficient lighting with low energy consumption fixtures such as fluorescent fixtures inside or sodium arc exterior lighting.

D Most of the conservation measures mentioned thus far are short-term or one-time technologies. Some of the long-term technologies which could increase energy savings in the future are:

- 1 **Energy Management** Stringent internal management techniques can significantly lower overall energy consumption.
- 2 **Waste Heat Recovery** Heat which is wasted or used inefficiently in one process might be used for preheating and reheating materials or for the production of electricity.
- 3 **Co-generation** The simultaneous generation of electric power and heat in industrial operations, if properly implemented, could significantly boost present levels of generating capacity and reduce the need for utility expansion.
- 4 **Recycling** Using recycled materials such as metals, paper and plastics can significantly reduce the energy required to manufacture products as opposed to manufacture of the same products from raw materials.

IV. Industry

New industrial facilities in the Port shall be clearly defined and separated or appropriately buffered from adjacent residential uses, when feasible.



- Land Use¹**
- General / Bulk Cargo & Commercial / Industrial Uses — Non-Hazardous
 - General / Bulk Cargo & Commercial / Industrial Uses — Hazardous
 - Commercial Fishing
 - Recreation
 - Proposed Intermodal Container Transfer Facility Site
- Service Systems^{6, 7}**
- Fire Station
 - Fire Boat Station
 - Training Site
 - Cultural & Historical Site

- Circulation^{2, 3}**
- Freeway
 - Major Highway
 - Secondary Highway
 - Collector Street
 - Local Street
 - Scenic Highway
 - Proposed Highway
 - Rapid Transit Line & Station Stop⁴
 - Railroad
 - Bikeway⁵
- Boundaries**
- Plan Area Boundary¹²
 - Landfill Boundary
 - Proposed 65' Channel Boundary

- FOOTNOTES:**
- Special land use categories are described and defined for each Plan Area in the text accompanying this map.
 - The underutilized railroad lines in the West Channel/Cabrillo Beach and West Bank areas of the Port should be phased out upon relocation of the dry and liquid bulk transfer and storage facilities. Any rapid transit terminal serving the adjacent San Pedro Community should be located convenient to the Beacon Street Redevelopment Area and the Ports of Call Village, utilizing the railroad right-of-way adjacent to Harbor Boulevard.
 - Freeways and local streets are shown for reference only.
 - The Rapid Transit Line and Station Stop symbol denotes a general location for a possible future facility. No specific property for acquisition is implied.
 - Proposed roadways and bikeways are shown for illustrative purposes — the specific alignment and rights-of-way will be determined by further study.
 - The existing Fire Station/Boat Station locations should not be considered the total fire protection needs of the Harbor District. As the Port of Los Angeles Plan is implemented, it is anticipated that increased fire protection will be necessary.
 - Bar under symbol indicates need for upgrading or possible relocation. Upgrading could involve on-site improvements, replacement of facilities and/or expansion of the site. It does not designate any specific private property for acquisition.
 - Los Angeles Harbor Department and U.S. Army Corps of Engineers Deepening project, which includes dredging of the Main Entrance Channel (at the breakwater), Main Channel, Turning Basin, West Basin, East Basin Channel, and East Basin to a depth of 45 feet below mean lower low water (M.L.L.W.).
 - Proposed North Channel and North Basin dredging to a depth of 65 feet (below M.L.L.W.) to accommodate deep-draft vessels in Area 9.
 - Except for the approved 190 acre landfill in Area 9, the exact configuration of the Los Angeles Harbor Department proposed Terminal Island Extension is to be determined upon completion of further engineering studies.
 - Los Angeles Harbor Department proposed West Basin entrance widening.
 - Plan Area boundaries are shown for reference and adapted to the Los Angeles Harbor Department Port Master Plan. Plan uses for each Plan Area are identified in the text accompanying this map.
 - Land shown northeast of the Cerritos Channel Marina (outside of Area 6) is private property not owned by the Los Angeles Harbor Department.
 - The portion of Area 2 bounded by 22nd Street to the south, the proposed Miner Street extension to Harbor Boulevard to the east, and by the Plan Area boundary with the San Pedro community to the northwest, shall be limited to uses which conform with permitted uses in the CM, MR1 or MR2 zones, given the parameters of Policy No 11 in the Plan text.
 - The portion of Area 8 north of Terminal Way may be used for general cargo activities.





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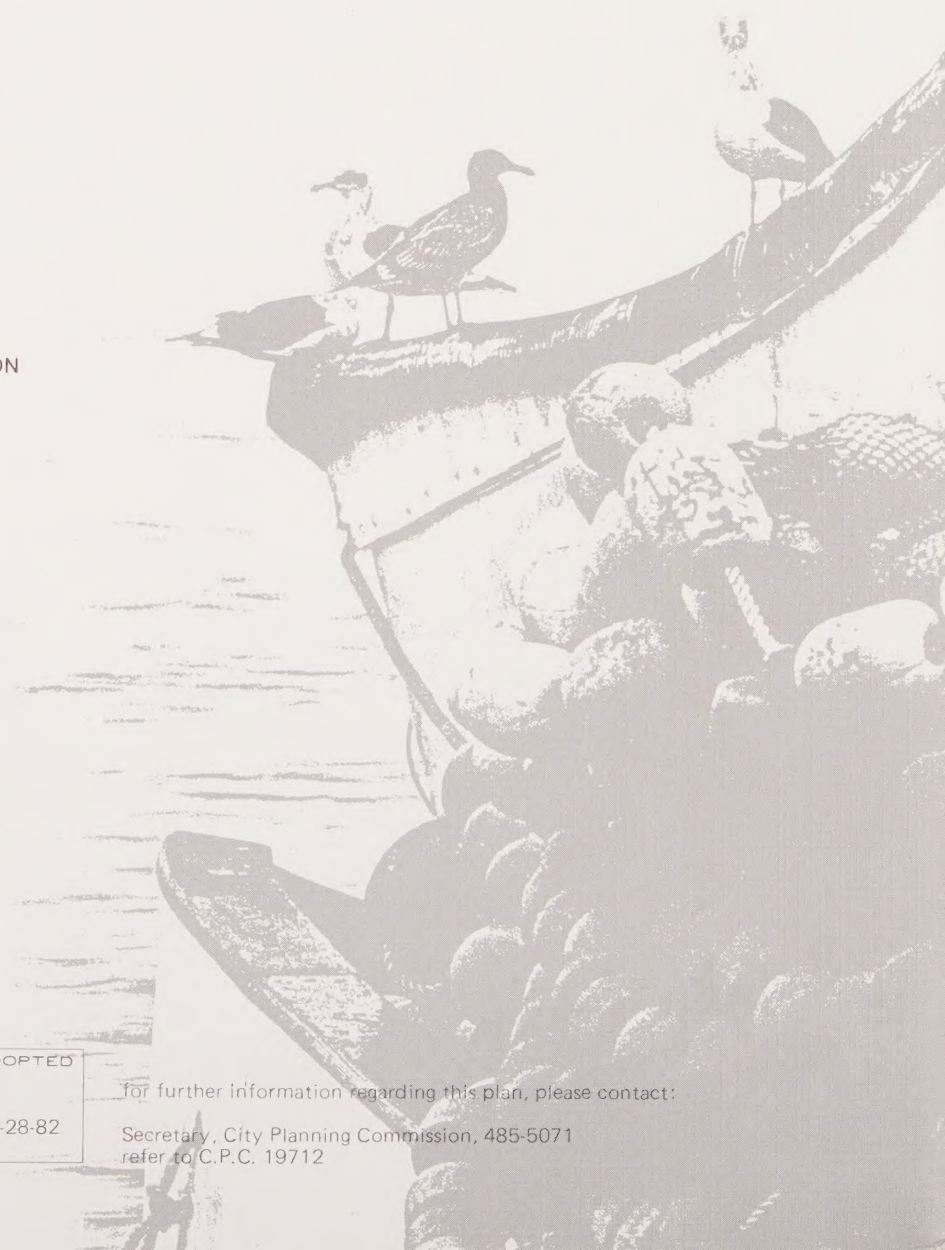
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refer to C.P.C. 19712